

proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for inspection and copying in the Commission's Public Reference Room. Copies of the filing will also be available for inspection and copying at the Board's principal offices. All submissions should refer to File No. SR-MSRB-97-11 and should be submitted by January 26, 1998.

For the Commission by the Division of Market Regulation, pursuant to delegated authority, 17 CFR 200.30-3(a)(12).

Jonathan G. Katz,

Secretary.

[FR Doc. 98-46 Filed 1-2-98; 8:45 am]

BILLING CODE 8010-01-M

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Implementation of Tariff-Rate Quota for Imports of Beef

AGENCY: Office of the United States Trade Representative.

ACTION: Notice.

SUMMARY: The Office of the United States Trade Representative, (USTR) is providing notice that USTR has determined that New Zealand, pursuant to its request, is a participating country for purposes of the export certification program for imports of beef under the tariff-rate quota.

DATES: The action is effective January 1, 1998.

FOR FURTHER INFORMATION CONTACT: Suzanne Early, Senior Policy Advisory for Agricultural Affairs, Office of the United States Trade Representative, 600 17th Street NW, Washington, DC 20508; telephone: (202) 395-9615.

SUPPLEMENTARY INFORMATION: The United States maintains a tariff-rate quota on imports of beef as part of its implementation of the Marrakesh Agreement Establishing the World Trade Organization. The in-quota quantity of that tariff-rate quota is allocated in part among a number of countries. As part of the administration of that tariff-rate quota, USTR provided, in 15 CFR part 2012, for the use of export certificates with respect to imports of beef from countries that have an allocation of the in-quota quantity. The export certificates apply only to those countries that USTR determines are participating countries for purposes of 15 CFR part 2012.

On December 19, 1997, USTR received a request and the necessary

supporting information from the government of New Zealand to be considered as a participating country for purposes of the export certification program. Accordingly, USTR has determined that, effective January 1, 1998, New Zealand is a participating country for purposes of 15 CFR part 2012. As a result, effective on or after January 1, 1998, imports of beef from New Zealand will need to be accompanied by an export certificate in order to qualify for the in-quota tariff rate. Imports exported prior to January 1, 1998, including exports currently warehoused, will not require a certificate. In order for the export certificate to be valid, it has to be used in the calendar year for which it is in effect.

Charlene Barshefsky,

United States Trade Representative.

[FR Doc. 97-34235 Filed 12-31-97; 9:11 am]

BILLING CODE 3190-01-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Funds Availability for High Speed Non-Electric Passenger Locomotive Demonstration Program

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of funds availability.

SUMMARY: FRA announces the availability of \$3,000,000 in fiscal year 1998 to initiate the development and demonstration of a prototype, high-speed, non-electric passenger locomotive. Thereafter, depending upon appropriations in future years, up to an additional \$17,000,000 may be available for this program.

Authority

The authority for this program is contained in the Department of Transportation and Related Agencies Appropriations Act for fiscal year 1998 (Pub.L. 105-66), dated October 27, 1997.

Eligible Participants

Only existing locomotive manufacturers with experience producing locomotives in revenue service in North America shall be considered as eligible applicants for this Federal assistance program. It is expected that this project will be awarded as a cooperative agreement. Other entities wishing to participate may subcontract with a qualified locomotive manufacturer/applicant.

Submission of Applications

Five (5) copies of each application should be submitted by February 27, 1998 to the following address: Robert L. Carpenter, Office of Acquisition & Grants Services, Federal Railroad Administration, Mail Stop 50, 400 7th St. S.W., Washington, DC 20590.

Points of Contact

Technical questions regarding this solicitation may be directed to: Robert J. McCown, Director, Technology Development, Federal Railroad Administration, Mail Stop 20, 400 7th St. S.W., Washington, DC 20590, TEL 202-632-3250, FAX 202-632-3854.

Requests for forms and administrative questions regarding this solicitation may be directed to: Robert L. Carpenter, Office of Acquisition & Grants Services, Federal Railroad Administration, Mail Stop 50, 400 7th St. S.W., Washington, DC 20590, TEL 202-632-3236, FAX 202-632-3846.

Purpose

FRA is seeking a qualified locomotive manufacturer to demonstrate an advanced technology high-speed non-electric locomotive capable of 125 mph sustained operations with the goal of ultimately being capable of 150 mph operations with acceleration characteristics approaching or equal to current high-speed electric locomotives. The locomotive shall also be capable of demonstrating enhanced performance using the energy storage element of the flywheel developed by the Advanced Locomotive Propulsion System (ALPS) project. As part of the Next Generation High Speed Rail Program, FRA has identified three critical technology areas where improved performance or reduced cost could enhance the viability of high-speed passenger rail service based on incremental improvements to existing rail infrastructure. These are non-electric locomotives, grade crossing risk mitigation, and advanced train control systems.

The development of lightweight, high power, non-electric motive power is critical to the introduction of passenger service at speeds above 90 mph in the United States. The cost of electrification is relatively expensive in all but the most densely utilized corridors. Further, locomotives based primarily on designs appropriate for freight applications are not practical for speeds above 100 mph, due to poor acceleration capability and weight, particularly unsprung mass, which is incompatible with sustained use on typical track structures because of the large forces generated at high speeds. For operations in territories